

Hongkong Daily Press.

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L.S. the Hongkong Branch of the Company. HARRY THOMAS, Manager. Hongkong, 1st June, 1901. [1393]	HOTEL "BOA VISTA" HOTEL MACAO.
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Hongkong, 3rd December, 1900.

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Special Attention paid to the Comfort of
Guests.

nagement.
 Terms Moderate.
 A. FONSECA,
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THE HONGKONG DISPENSARY,

HONGKONG.

Hongkong, 31st May, 1901. [35]

The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 3rd June, 1901

DR. FRANCIS CLARK has the aptitude of making a dry departmental document interesting even to the lay mind. His Annual Report, as it appears in the *Government Gazette* of 25th May, is no exception. It positively bristles with hard, incontrovertible facts, and is a perfect armoury of weapons of offence and defence in connection with vital and sanitary statistics and statements. There is a decrease of 14 non-Chinese dwellings, as compared with 1899; and yet it is indisputably a fact that the number of houses usually classed as European residences was considerably augmented during the year. This apparent contradiction in terms is explained when we reflect that such houses are at the present moment, being largely bought and inhabited by the wealthy Chinese. As the non-Chinese section of the community, white and coloured, is greater than it was in 1899, it inevitably follows that its members are more crowded together now than before. During the year under notice, under the needs of the Insanitary Properties Act, as evidence of the unexampled activity in every branch of the building trade, the plans of new erections laid before the Medical Officer of Health were more than double what they were in 1899; and those of buildings wanting alteration were more than quadruple of the same class of work in the previous year. This is distinctly satisfactory, and broadly indicative of general prosperity. The results of the recent Census show us that the population, more markedly now than ever before, is one of male adults. This decidedly disagreeable tendency is mainly, if not wholly, attributable to increased rentals, and to the enhanced price of food, fuel and the necessities of life. Dr. Clark's remarks on the corrected birth-rate are characteristic and pointed. The callous heartlessness of Chinese towards infant female lives is well-nigh proverbial. In Cantonese there is a euphemism by which a new-born child is styled a *shit gun fo*, or a *chán ts'in ke*, i.e., an article on which money is lost, or one on which there is a gain: the former expression alluding to a girl, the latter to a boy. These two phrases very accurately gauge the national ineradicable repugnance to infant girls. The statistics given under the

heading of Deaths will administer a mild shock of not unpleasant surprise to most; and yet, they are absolutely correct. During the 9th decade of the old century, there was an annual average death-rate of 27.84 per 1,000; the worst year being 1885, when the figures rose to well over 32. In the 10th decade, although plague returns are included, the annual rate fell to 23.40, the worst year, as might be expected, being 1894, *l'année terrible*, when bubonic plague made its appearance—the rate that year went up to 30.37. Excluding deaths from plague, and utilising the figures given by Dr. Clark, the average annual rate of mortality for the period 1891-1900 comes out at slightly under 20.54 per 1,000, which, in whatever way we look at it, may be regarded as evidence of sanitary progress. Whether or no this progress is as great as it should have been, is a very moot question. Out of 59 deaths among the military, 20, or over a third, were due to malarial fever; while of 188 recorded deaths among the non-Chinese resident civil community, only 9, or less than one-twentieth were due to the same cause. This needless disproportion Dr. Clark makes ground for advocating the isolation of Barracks from the native population. The table showing infant mortality rate *per mille*, during the past five years, seems to be clear proof that the pinch of poverty, combined with the stress and aggravated intensity of the fierce struggle for bare existence, has practically annihilated what little altruistic sense Chinese parents possess, even in respect of male infant lives. The figures given are appalling in their dread eloquence, and seem almost incredible. The total number of deaths among the Chinese from malaria, was greatly in advance of the number in 1899. The utter extermination of the anopheles mosquito, for the immediate present at least, is outside the pale of possibility, although much may be done to limit its baleful sphere of action. All effort should be centred on the protection of Europeans; and the greatest step in this direction will have been taken when European reservations are insisted on. The part of the Report dealing with this grave matter is put with the utmost cogency, and should be given the closest attention. Deaths among the Chinese, from *beriberi*, which recent research seems to connect with the consumption of food of mouldy rice, are nearly double what they were in 1899, and work out at 1.29 per 1,000 of the land community, and at 1.64 per 1,000 of the floating population. In his Report for 1897, Dr. Clark advanced the theory that Asiatics are not naturally immune to enteric fever, as many medical authorities aver, but that they are invariably protected by an attack in infancy. His subsequent experience lends a distinct colour of probability to this ingenious theory. We purposely refrain from touching upon several other points in this Report, because they have been ably handled in "Scrutator's" third letter. The whole document, with its exhaustive tables, is worth the attentive perusal of any and all who take intelligent interest in the Colony's well-being. Despite the adverse opinion held of it in the Colonial Secretary's Office, it is a fearless, unexaggerated, dispassionate, and—as far as an official Report can be—impartial record of unrelenting honest effort, and of good work steadily, solidly and unshrinkingly accomplished in the face of constantly recurring difficulties, much clogging discouragement, and many hampering trammels; and, on this score alone, should be generously awarded the most unstinted approval and support. The Colony has cause to be grateful, to say the least, for the unselfish and devoted services of such a man as our Medical Officer of Health.

The Central Police Station report eighteen dead bodies dumped on the streets on Saturday night.

We understand the local Government has ordered an enquiry into the cause of a recent suicide at the goal.

H.E. the Governor has been pleased to appoint J. J. Bell-Irving an official member of the Executive and Legislative Councils during the absence on leave of the Hon. J. J. Kewick.

The pamphlet containing "Scrutator's" articles on "The Need of Municipal Freedom in Hongkong" is now ready. Copies can be obtained from this office or from local newsagents, and Mr. Ratnaji's Kowloon store.

H.M.S. *Bonaventure*, one of our second class cruisers, and which is now lying in the harbour, leaves the port on Saturday next for home. This is her second commission, and Capt. Graves Sawle, who relieved Capt. Montgomery, takes the cruiser home. She has completed her second commission in eastern waters.

Three 12-inch guns for the Navy were being unloaded at the Kowloon Docks on Saturday from the Blue Funnel steamer *Prometheus*. The Dock Company's tackle was used, and two of the guns were safely landed. Just as the third reached the top of the hold, the sling broke, precipitating the gun into the hold and starting some of the steamer's plates. The gun has since been got ashore and the vessel docked for repairs. The damage, it is understood, is not serious.

H.M.S. *Hermione* arrived here yesterday afternoon.

The Sanitary Board are adding to their staff in order, if possible, to cope with the present plague epidemic.

The P. & O. steamer *Chusan* left Singapore on the 1st inst., at noon, with the outward English mails, and is due here on the 6th inst., at about 4 p.m.

A month's leave of absence has been granted to the Hon. T. H. Whitehead from his duties as a member of Council. He is now in Manila on banking business.

The *Echo de Chine* says it is reported that the Germans have decided to leave a garrison at Shanghai for five or six years at least, and that they are going to build barracks.

The Taylor-Carrington Dramatic Company has been performing at Weikwei. There being no theatre in the northern naval station, the performance was given in the church.

The Weekly Prayer-Meeting, in connection with the Hongkong Christian Union, will be held in the Music Room at the City Hall at 5.15 p.m. to-day. Rev. W. Banister will preside.

At a special sitting of H.B.M. Supreme Court, Shanghai, on the 25th ult., Sir William Neville Montgomery Cleary, Bart., was admitted by His Honour, Chief Justice Wilkinson, to practise as a barrister in the Supreme Court for China and Corea.

It is officially notified by the Government *Gazette Extraordinary* that the British Consul at Swatow has reported that the authorities at Shanghai advised him by telegram that Swatow has been declared infected with plague, thereby involving quarantine restrictions.

In the cast of *San Toy*, which was produced with triumphant success at Yokohama on the 22nd ult., Mrs. Mollison was *San Toy*; Mrs. E. W. Maitland, Dudley; Mr. N. G. Maitland, Capt. Bobbie Preston; Mr. E. W. Maitland, Yen How; and G. G. Brady, Li.

The *Nagasaki Press* of the 27th ult. says:—A Tokyo telegram states that Viscount Watanabe, the Minister of Finance, whose resignation has not been accepted by the Emperor, died at Hakone on Friday morning. If the information is correct it would seem that the Marquis has committed suicide, as reports show that he was in good health shortly before his death.

The appointment of Dr. Robert Lamont temporarily to be medical officer in charge of the goal is notified in the *Government Gazette*. This is a step in the right direction, as the appointment will enable Dr. Thompson to attend more to the plague hospital, but it is not sufficient. We need half a dozen more medical men at least to assist in grappling with the plague and bad sanitation.

Messrs. Erich Georg & Co. in their weekly share list dated Hongkong, Saturday, 1st June, at 11 a.m., state:—The volume of business transacted during last week has been restricted by the holidays. Docks and Rafts having mostly come under notice, whilst also a desultory business has taken place in Indos and a few other stocks. The rates of exchange on Shanghai are the same as last week.

The *Shanghai Mercury* translates the following from the *Echo de Chine*:—M. Ratard, French Consul-General, has returned from Peking, and is once more at his post, which was so ably filled during his absence by M. Gayat. M. Ratard was kind enough to inform us that the negotiations were being actively pushed forward at Peking, and that in a short time the question of the service of the indemnity will be settled. The diplomatic corps is in accord on the general application of a tariff of five per cent. ad valorem. Peking is equally occupied with that question do not demand too much, a happy solution of that question can be predicted. It is remarked with regret that the Chinese in the north are apt rebuilding their villages.

The Weikwei correspondent of the *Shanghai Mercury*, writing on the 23rd ult., states:—The *Centurion* arrived here on Friday last, and after coaling left again for Taku for the purpose of giving the crew an opportunity of visiting Peking before they go home. As Admiral Seymour has already visited the northern capital, he has temporarily transferred his flag to the *Albatross*, in which vessel he has gone to Newchwang and Chemulpo, and will return here in about ten days' time when the *Centurion* is also expected back, and when the fleet will go through its annual manoeuvres using this port as its base. The *Terrible* still occupies a large portion of our harbour, and when the crew of this vessel are not doing their own work they are generally doing something on shore for the benefit of the community. They have made a very good road round the northern side of the island, and have also put the cemetery into order, which was sadly needed. Capt. Scott is full of energy, and his latest scheme is to make a bicycle track from here to Chefoo—a communication devotedly to be wished. On the island the forts are rapidly being built, and are so far advanced that the public are not now allowed near. General Dornard has imported some 4,600 trees from Japan. These have all been planted on the island, and in a few years' time will no doubt make a goodly show. During the troubles in Corea, the 1st Chinese Regiment had orders to hold 600 men in readiness to start at 5 hours' notice. On the whole the troops were all keen on going. "Was there a man dismayed?" Not for their thoughts were fixed—fixed on fresh plunder—and they were all very sorry when, as time wore on, they knew that their services would not be required.

In view of certain documents which the Manila authorities have received from the Philippine Junta at Hongkong within the past few days, a man named Engelakjon, a Norwegian has been arrested on a charge of being an insurgent spy.

Local play-goers will probably be glad to hear that on the steamer *Yavata Maru*, which will pass through here in a few days from Melbourne, is a strong troupe of artists of the Vaudeville type, who, we understand, will make a stay over one steamer on their way to the Philippines.

The Manila Times is responsible for the statement that one of the officers of the transport *Grant* states that the sentiment in America was now practically unanimous for the retention of the Philippine Islands, and there was a marked subsidence of the anti-imperialist party. The apparent change was attributed to the capture of Aguinaldo and the many surrenders that have lately taken place. The anti-expansionist feeling that was so evident during the election was quickly vanishing.

The Government at Washington at last has awakened to the fact that the *Oregon* battleship has many defects in her architecture. We learn this from a Washington correspondent who states that with a view of modernising the battle ships *Oregon*, *Indiana* and *Massachusetts*, it is proposed to remove the most serious defects in their design. The vessels are equipped with circular turrets, and when their thirteen-inch guns are pointed in the same direction they heel to such an extent as to expose their unprotected hull below the armour belt. It is proposed to remove the four quadrilateral turrets, accommodating two eight-inch guns each, with which each ship is equipped, and to install two elliptical eight-inch turrets, thus giving each ship superposed turrets. Careful determination of the position of the eight-inch turrets will permit balance which will prevent the heeling now considered so objectionable. The new battery arrangement will permit the addition of a formidable row of six or five-inch guns.

The Manila Times of the 25th ult. publishes a dispatch from San Francisco, dated April 15th, which states that the new U.S. battleship *Wisconsin* has proved an excellent seaboat, and that the target practice showed the crew possessed a high average of crack marksmen with all the guns from the 13-inch down. In the target practice at Magdalena every gun was fired, and interesting results were obtained. The 13-inch guns were fired, one with brown and the other with smokeless powder. The concussion when the 13-inch guns were fired was terrific. Smoke panels in the captain's cabin and upset a heavy desk chair. The carpenter, who was in a distant part of the ship, had his hat blown off and carried six feet by the sudden concussion of the air. On the shore the outlines of a warship were traced in white on a cliff. The practice showed great accuracy at from 2,600 to 3,400 yards. In sea and shore practice 137 men proved to be first-class marksmen and 158 second-class out of a crew of 444, which is a high average. On the return trip the vessel made 11½ knots, with only six boilers in use.

Bubonic plague has reached the United States, and Michigan. The despatch which gives us this information is from Ann Arbor, and it says:—Dr. V. C. Vaughan, dean of the medical department and one of the most noted bacteriologists in the country, appeared before the State Board of Health and practically acknowledged that the case of the student Charles B. Hare is one of bubonic plague. He assured the Board that there would be no spread of the disease, as all precautions had been taken to prevent it, and the student will recover. Dr. Hare, who attends Hare, wears a germ-proof rubber garment that covers him from head to foot with two little eye-holes for sight, whenever he goes into the contagious wards, and he also injects preventive doses of serum into himself. Dr. Vaughan told the board that Hare contracted the disease by an accident almost identical with that which occurred in Vienna in 1898. Professor Nochnje and his assistant, Barich, were conducting bacteriological experiments on bubonic plague bacilli. Barich caught the disease and died, as did also Dr. Müller, who attended him.

A San Francisco telegram, dated April 25th, has the following references to the U.S. Minister to China:—Major Edwin H. Conger, United States Minister to China, has to-day received scores of callers, who have congratulated him and his family upon their escape from the murderous Boxers and safe and happy return to their native land. When asked about the report, often repeated during the last few months, that he is "out" with the administration and is practically recalled, Minister Conger said there was absolutely no foundation for the rumour. "One of the last letters I had before starting home," he added, "was from Secretary Hay, assuring me there was no foundation for stories that have appeared in the papers to this effect. He said he wrote fearing I might be influenced by the lies that were appearing in the papers, and he explicitly told me that my course was fully approved by the department and the President, and that my work was entirely satisfactory. The administration has nothing to do with the discussion of my name for the governorship of Iowa. That came up since I obtained leave, and I being urged by friends without regard to my relations with the administration." Minister Conger will not say positively what he will do until he returns to Iowa, but his intention plainly is that he will not disappoint the friends who have stood by him all his long political career if they want him to take the governorship—and they are saying so.

It is reported from Tokio that Marquis Ito is very much better, and will, probably, once more take his place in the Diet.

The Dallas Company disbanded at Colombo a few days ago, and it is stated by a Ceylon contemporary, that Mr. Dallas intends bringing out artists who will give representations of the latest theatrical productions of the year.

Mr. Justice Arner Ali, of the Calcutta High Court, sitting in his Criminal Appellate Jurisdiction, has passed very severe sentences upon Indian Magistrates, calling their attention to the fact that they should record in all cases evidence, no matter how trivial its character, so that in case of appeal the Court would be armed with a sort of official record.

A United States Navy recruiting board in England is enlisting young men in Kansas City for the Navy. Judging from the names of those secured on the first day it is getting them from *la jeunesse doree*. Bruno Richard Tanbeer, John Joshua Reynolds, Clarence Burkley Bartlett, Frealey Brook Page, Arthur Hermon Coyne, Harry Rochester Baaty, Roscoe Penrose Guin, William Livander Patterson, Davis Hanson Polk, Earl Elmo Griggs, will be the names to embellish the roll of any ship. It is to be trusted that the men are as stalwart as their cognomens appear to be high toned, states the *Manilla Times*.

Notwithstanding all the talk regarding the release of Mrs. Maybrick, a special despatch to the *S. F. Chronicle* is worth recording. They are the words, according to that journal, of Mr. White, who is the Secretary of the United States Embassy in London. He says:—The worst thing that could happen for Mrs. Maybrick is for someone to resume the agitation of her case in this country. Her eventual freedom has been delayed by the agitation over here. The revival of the talk has led to abusive letters being sent to the English authorities by people in this country. Even Queen Victoria was the recipient of several letters from enthusiasts in Mrs. Maybrick's cause. I have been working on this case ever since Mrs. Maybrick was sent to prison, and at every opportunity to do something for the unfortunate woman I have exerted myself with every Home Secretary in the British Cabinet. I have no means of knowing what King Edward will do, but I do not believe he will interfere in the case. The late Queen made a strict rule to have nothing to do with capital cases. Mrs. Maybrick is in the Aylesbury Prison, and is kindly treated. I hear indirectly from her twice a week. Her health is not serious, I am afraid; although she has not been in the best of health. She is fairly cheerful, and has a good prison record.

THE PLAGUE.

During the 24 hours ended at noon on Saturday there were reported 20 fresh cases of plague (19 Chinese, 1 other Asiatic), with 19 deaths (18 Chinese, 1 other Asiatic).

The total number of cases up till noon on Saturday were 956 (920 Chinese, 23 other Asiatics, 13 Europeans), with 898 deaths (875 Chinese, 16 other Asiatics, 5 Europeans).

All the European patients now in hospital are doing well.

A rumour was lately prevalent that Mrs. Willoughby was not suffering from plague, but from typhoid fever. Enquiry has proved the former.

POLICE COURT.

Saturday, 1st June.

BEFORE MR. HAZELAND.

DUMPING A DEAD BODY.

Pang Lin, a Yauwatti scavenger living in Battery Street, was charged on remand with leaving the dead body of a female child in the street on the 25th ult. He pleaded not guilty. Indian constable 823, said that at eleven o'clock on the night of the 25th ult. he saw the defendant and another man place the body of the child in the street. The defendant was arrested, but the other man escaped.

His Worship imposed a penalty of \$25, with the alternative of three weeks' hard labour. The defendant went to prison.

BEFORE MR. KEMP.

GAMBLING WITH MATCHES.

Coolie and gambler would appear to be synonymous terms. The coolie gambles with anything he can put his hand to, and in the most unlikely places. A hukong on Friday, 21st ult., hearing notices from a matchmaker over at Kowloon, stole in and found a crowd of them playing fan tan with matches. A scramble for the door followed the entry of the constable, who, however, was successful in arresting the two heads of the "school". They were fined each \$8 or 10 days. The fines were paid.

A FONDNESS FOR TOBACCO. Kwong Tung is a coolie with a weakness for tobacco, especially for that of other people. He entered the shop in Queen's Road Central of a Chinese vendor of the product on Friday, and coolly appropriated a tin valued at 72 cents. The proprietor remonstrated this liberty, and held on to Kwong Tung till a policeman came along. There were two previous convictions for larceny against the defendant, and he was sentenced to two months' hard labour.

OPIMUM PROSECUTION. Chan Hu, a coolie, for the unlawful possession of twenty tins of prepared opium on the 31st ult., was fined \$400 with the alternative of two months' imprisonment. He accepted the alternative.

A person desirous of insuring his life was asked what his father died of. He answered, "The *Daily Chronicle*, that he did not know exactly, but it was nothing serious." A similar opinion was held by the husband who was suddenly informed that a serious accident had befallen his wife. Everyone will remember his answer. "Don't make me laugh," he said. "I've got a cracked lip."

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE WAR IN SOUTH AFRICA.

LONDON, 31st May, 3.5 p.m.

HEAVY FIGHTING.

Commandant Delnrey attacked General Dixon at Vlakfontein. The enemy were defeated, leaving 35 dead. British casualties were 174.

GENERAL NEWS.

LONDON, 31st May, 3.5 p.m.

THE MARKETS.

A limited business has transpired in Liverpool cotton at steady rates. Camphor is weak with sellers in Japan of the crude article for June and July at 168, c.i.f. Copper is quiet, with a hardening tendency.

LONDON, 30th May.

THE HEAT IN ENGLAND.

The thermometer in London registered 88 degrees in the shade yesterday. There has been a drought in England since the 17th April which has injured the crops; the Continent are suffering similarly.

LONDON, 30th May.

HEAVY RAINS IN ENGLAND.

Heavy rains occurred yesterday in many districts in England.

THE CHINESE INDemnITY.

China formally agrees to pay an indemnity of 450 million taels, with interest accruing thereon at four per cent per annum.

A MAMMOTH SCHEME.

FLOUR FOR CHINA.

Over on the other side of the Pacific, and just a few miles (to Americans) from where the Sperry Flour Company operates, there resides a millionaire. He is not a Jan Gould, and he is not a Carnegie, but he has one great idea in his head, and that is to feed the Chinese millions. He has thrashed this out in his brain, and he puts brain and money together. He says, the Chinese eat cakes, therefore they must have flour. Now, if only Chinaman gets a cake a day, all America (except the San Francisco produce) could not supply China with flour. So he has gone to work, and he is now building mammoth steamers, which, according to his idea, are going to swoop up the whole of the flour trade of China. These vessels are to make Hongkong as their port of call, and they are to spring in keen competition with the rest of the flour dealers of this Colony. They propose to throw out the "Indra" boats, and then have even set about to throw out of the market Californian flour. What the result of this keen competition in flour will be time alone will tell, but certain it is the idea of giving a bun to every Chinaman is a very good one, for he requires it. (Communicated).

A PORTLAND LUMBER DISPUTE.

In the United States Consular Court recently before Mr. John Goodnow, the Consul-General, and two assessors, Messrs. C. E. Fiske, and W. W. Rich, a very interesting dispute between the American Trading Company and the Pacific Export Lumber Company was heard. The circumstances shortly were these. The Lumber Company agreed to deliver to the American Trading Company "aku, China, about 2,800,000 feet of lumber; delivery to be made between June 1st and September 1st in that year. On June 12th this lumber, to the amount of 2,828,185 feet, was shipped by the British steamer *Elm Branch* from Portland. The steamer made one stop at Mororan, Japan, about July 1st, and arrived at the bar outside the mouth of the Peiho River at 9 a.m. on July 8th. The British Admiral and the Port Authorities informed Captain Hiff, of the *Elm Branch*, that, on account of the disturbed and uncertain condition of affairs in the region about Taku, all the lighters were in use by the Allied Fleets, and that coolies could not be obtained to unload merchant vessels. The steamer, without breaking cargo, therefore went to the nearest port, namely, Chefoo, arriving there on the afternoon of 8th July. Captain Hiff, on that same day, gave written notice of the arrival of the ship and cargo to Ferguson & Co., who are described as correspondents of the American Trading Company at Chefoo. In this letter Captain Hiff also claimed that lay days for the vessel should begin from her arrival at Taku. He further called attention to the fact that the bill of lading required the consignees of the cargo to receive at least 250,000 feet of the lumber per day. On that day Ferguson & Co. wired the American Trading Co. at Shanghai of the arrival of the ship and cargo, and on August 6th, the Hongkong and Shanghai Bank's agents at Chefoo guaranteed all demurrage upon the cargo destined for Taku, as well as unpaid freight. The Court held that they must decide that a new contract was entered into by the two parties to the suit by their respective agents at Chefoo, on August 6th, based on the offer of the defendant Company to carry the cargo, charged Taku cargo to Tientsin, provided that the plaintiff Company would pay demurrage as demanded, commencing lay days from the arrival of the ship at Taku, and on the acceptance of that offer by the plaintiff Company, when it paid the amount demanded ordered the ship to Tientsin according to the offer, and received and unloaded the cargo there. The return of the amount paid under this new contract could not be demanded. They therefore found for the defendant Company with all Court costs of the action.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

PUBLIC APATHY ON PUBLIC QUESTIONS.

TO THE EDITOR OF THE "DAILY PRESS,"
31st May.

SIR,—Since writing my first letter, re carrying Plague Clothing on public ferries—which I am thankful to believe helped to stir up some of our self-satisfied "Tin Gods"—I have not again encroached on your space, but I would now beg leave to draw attention to one or two points on which no member of that "nervous and foolish body," the Public, has touched.

Nothing is more astonishing in this Colony than the apathy displayed by the average man one meets in business or society toward questions—such as those asked by "Inquirer"—which affect the existence of all of us, even the "Tin Gods!"

I have repeatedly said to men of my acquaintance: "Why do you, as men whose interests lie in this Colony and whose lives will be passed here, put up with so and so: why not make a stand, and get it remedied?"

The answer invariably is: "Oh well, you know I meet old So and So in business constantly, and I can't go against him: he would soon get back on me." Or, "So and So is a Director of our Company, and I dare not raise any complaint against anything he is concerned in." Or, perhaps merely, "Well, you see, I meet So and So at the Club and frequently at the same houses at dinner and it would be so unpleasant, etc., etc."

The Colony is cursed with monopoly in its worst form. Half the men in it are afraid to open their mouths because of meeting with unpleasantness or pressure or hostility of some kind afterwards! To one only eighteen months out from England and with Heaven send my "relief"—only another year or two to stay, the thing is pitiable and degrading to witness.

As one who has already lost one European employe from Plague and having another now down with it, I can assure "Inquirer" that most of his surmises are correct, and there are other Plague scandals which he has not touched upon.

The rottenness of the present system affects every department of public life in the Colony and it can only be benefited out bit by bit. If we are to appeal to the Home Government, let us do it thoroughly, with a full and complete statement.

"To be going on with" here are two minor items, very unimportant perhaps in the eyes of the "Tin Gods," but in no other country that pretends to be civilised could you see the like.

1.—The refuse of the city is taken in junks day by day into the beautiful bays of this land-locked harbour and dumped into the water, where it floats, in the form of rotten fruit skins, straw, filthy rags, old brooms and scraps of clothing, and worse things, still backwards and forwards from the Lympoon Pass to the Cap-ful-moon.

Bathing Parties this year may like to know that it is now impossible to bathe in any of the bays N.W. of Stonecutters, and indeed hardly anywhere within five miles of the city centre. I frequently sail into these bays, and each one has its junk pouring a continuous stream of nameless filth into the water, which in these parts now resembles the Sargasso Sea—or the Fleet Ditch!

All this, no doubt, because it does not suit somebody's "game" to build a destructor or dispose of the muck as any fifth-rate town or borough in England does. Apart from the beastliness of it, and the disgrace to an English Colony, will the "Tin Gods" swear that there are no Plague germs among these thousands of tons of filth that are poured into the harbour?

2.—Owing to the fact that reliable and competent men are not employed to steer the Ferry boats (most of us could name the reason) collisions and other breakdowns are so frequent that two out of the four "double-enders" are always laid up. The incompetent coolies who steer these boats lose their heads directly any danger occurs: at other times they indulge in day-dreams and "can't mind their wheel."

The result of the breakdowns is that a small launch is always running one out of three. Now at the Hongkong pier it is almost impossible for Europeans to land from a small launch at all since the alterations to the pier. By the 7.30 launch (small) recently, I and my wife crossed to dine in Hongkong. After striking the pier in several places and backing out as many times, in the usual fashion, we finally folded up at the lower steps, where space about 13 yards wide is provided for every one to scramble ashore in. We stood on one side to allow the crowds of sacred Chinese to get off—including a number of dock coolies from plague-stricken Yau-mat—and then meekly followed up the steps, but were nearly swept off our feet and into the water by a downward rush to board the boat. At the top of the steps stood a seven-foot European policeman calmly watching the efforts of the two streams of passengers to embark and disembark at the same moment, and making not the faintest effort to regulate the traffic! As I told you in my last letter, I saw the coolies carrying a plague basket off the ferryboat, above an English child nearly into the water, and the constable looked on "with majesty unmoved!"

But, in the language of the good old socialist agitator at home, "Yah, oo paya yer yer wages?" we do at least expect to see the ordinary traffic regulations carried out by the persons paid to do it.

Recruit a shirt front besmudged with coal-dust and (probably) plague germs: silk dress ditto. Very small items, of course, but, I maintain, typical of the state of things throughout this Colony. Incompetence, neglect to enforce regulations, or common decency, and utter lack of supervision.—Yours, etc.,

CIVILISATION.

"SINOLOGUE" "SINOLOGIST."

TO THE EDITOR OF THE "DAILY PRESS,"
30th May.

SIR,—You have for your columns at present many questions, much more important and interesting than such as may fall within the grammatical or rhetorical domain. Still, for the regard we all entertain for our mother-tongue, will you kindly permit me a little space to ask what right has the word *Sinologue* in English? We have many *logos*, it is true—catalogue, analogue, monologue, prologue, and a host of others—but not one, I believe, signifying a person versed in the particular *ology* specified by the first part of the word. No one would think of using in English the French forms *gologue*, *aterologue* or *Asynologue*. Why then *sinologue* alone, when all the analogies of the language require *sinologist*, which is just as convenient a word, and does not remind us of French? Will it be said that usage, which, according to the Horatian dictum, is the last arbiter and law and rule of speech, has given its sanction to the foreign-looking *sinologue*? If so, we have but to bow our heads and accept it, as I think we must do for the word *Chinaman*; which, however, is a word of good English formation, and hardly deserves the condemnation it has received in certain quarters. *Sinologue*, it is true, is much used out here, but I believe it is rarer in home publications. At any rate, it may not be too late to correct the usage, and save our language from this unnecessary irregularity and anomaly, and from the reproach if reproach it be, of taking a word bodily from the French, instead of forming its own word according to established analogies.—Yours, etc.,

PURIST.

THE MANILA COMMISSARY SCANDALS.

The *Manila Times*, in commenting upon the recent Commissary Scandals, and the convictions which followed, in its issue of the 25th ult. remarks:—There is considerable comment on the disparity of the sentences of Capt. Barrows and Lieut. Boyer, the former receiving five years, while the latter is given only one. Surprise is occasioned from the fact that they were both implicated in practically the same case, and that, if either, Boyer was the instigator. A review of the cases, however, will reveal that Captain Barrows had five charges against him, one of which was embezzlement, while the single charge against Boyer was not of such a grave nature. This ought to explain the disparity, in spite of the fact that Barrows is furious at what he considers a rank injustice, and vows that he will wreak vengeance on Boyer "for getting him into this row."

These two cases, it will be seen, have been confirmed and ordered to be executed by the Department Commander, evidently without any reference to higher authorities.

This bears out what we have been saying. Article 104 of the Articles of War, which has been in vogue for over one hundred years, says that "the sentence of no court-martial shall be carried into execution until the same shall have been approved by the officer commanding the court, or by the officer commanding for the time being."

The only modification of this article that has been made during the past century has been the amendment, approved by an Act of 27th July, 1892, of "until the proceedings shall have been approved" to read "until the same shall have been approved." (This with reference to the sentence.) Article 106 modifies this by saying, "In time of peace no sentence of a court-martial directing the dismissal of an officer shall be carried into execution until it shall have been confirmed by the President." The confirmation of these sentences, therefore, by the Department Commander has confirmed the argument that state of war exists, or, in other words, that this is not a time of peace.

As a matter of fact the War Department has ruled, very recently, in connection with these cases, that the Philippines Islands, during the month of May, 1901, are in a state of war. This ought to clear up all doubt or discussion with regard to the question which has been brought out in the debate during the recent trials. Indeed, no other decision could fitly be made, since, as we have already stated in these columns, if a state of war does not exist, or if a ruling is made that a state of war does not exist, it is equivalent to placing a question mark upon every sentence that has been confirmed for a violation of the laws of war—and they are many.

It is interesting to note that the Secretary of War, in the case of Captain Read, directs that the sentence be confirmed and ordered to be executed. It is well known that Capt. Read was tried by a court-martial convened by a separate brigade, which exists under special provisions. Exactly why the Secretary of War should be the final authority in this case we are unable to state at the present time. There is no doubt this point will come out at a later date when official matters have taken their proper course.

LATEST STEAMER MOVEMENTS.

The M. M. steamer *Sydney*, with the next outward French mail, left Saigon on the 1st inst. at noon for this port.

The P. & O. steamer *Chusan* left Singapore for this port on the 1st inst., at noon, with the outward English Mails, and is due here on the 6th inst., at about 4 p.m.

The P. M. steamer *Peru* with mails, etc., from San Francisco to the 11th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 1st inst., a.m., via Island Sea, Kobe, Nagasaki and Shanghai.

The Imperial German Mail steamer *Kiautschow* carrying the German Mails with dispatches from Berlin to the 13th ult., left Colombo on Friday, the 31st ult. p.m., and may be expected here on or about Tuesday the 11th inst.

The French captain who whistled the "Marsellaise" while the surgeons were amputating one of his legs had fortitude but no humour. A gamekeeper, says the *Daily News*, of whom we hear the following story, had both. His old employer's shooting had long been getting a little wild, and the other day when the two were out after rabbits, a most unfortunate thing occurred. The squire "loosed" off the greater part of the charge in his cordures. His only remark was, "Lord! Who'd be a rabbit!"

The Patentees—Macniven & Cameron, Limited, DESERVE A NATIONAL MEMORIAL for their excellent inventions.—*Daily Chronicle*. THE WATKINS PEN. THE PICKWICK PEN. THE OWL PEN. THE HINDOO PEN. 1900-2.] Waverley Works, Edinburgh

THE COAL-TAX DEBATE.

The San Francisco papers bring full accounts of the first day of the debate on the coal-tax in the House of Commons. A London telegram of the 3rd May to the *S.F. Chronicle* says:—

The debate on the coal tax began in the House of Commons yesterday (Thursday), but the fate of the measure is in doubt. Mr. Balfour was determined to get a vote on the coal-tax before the House rose, and he rejected Sir William Vernon Harcourt's private appeal for a postponement. At a late hour, however, so many members were anxious to speak that the Speaker gave it to be understood that he would not consent to an application of the closure. The Government was, therefore, reluctantly compelled to yield. The result of the division is by no means certain. The anxiety of the Government leaders is apparent, as they have issued an urgent "whip" to the Unionist members, who are largely pledged to vote against the tax. The Government is standing firm and is taking strong precautions to secure a majority.

Sir Michael Hicks-Beach's strong and effective speech in defence of the tax delighted his colleagues. At the same time it was felt that he gave an unguarded argument when he pleaded the enormous profits of the coal owners as a justification of the new tax. It is pointed out that the Radicals used the same argument when demanding the taxation of ground rents, and that of large profits justify assistance. The prospect of the miners persisting in their determination to strike appears this morning doubtful, consideration of the matter for twenty-four hours having somewhat modified the opinions of the leaders, but no reliable indications are yet available.

There was a large attendance in the House of Commons to-day in anticipation of the discussion on the new export tax on coal.

The full House and galleries had to wait until nearly 6 o'clock for the beginning of the debate. Sir William Vernon Harcourt, Liberal, led with a severe, almost violent, arraignment of the Government. He said the tax would throw the coal trade into chaos and confusion. It was nonsense to say the foreigner would pay the tax because he would not do without coal. The Government of Italy had answered that plea by taking coal from America instead of this country. The trade of France was equally damaged between this country, Germany and Belgium.

The Chancellor of the Exchequer, Sir Michael Hicks-Beach, interrupting said: "We are leaving the others."

"Then go on beating them," said Sir William Vernon Harcourt. "Why throw a shilling into the scale against this country?" Sir William contended that it was class legislation and that the tax would ultimately come out of the miners' wages.

The Chancellor of the Exchequer admitted that the tax, like every tax, was an obstacle to trade. The real question was—would the export trade in coal bear the tax? It could, English coal was of such quality, there was much of it, and it could not be got in any other country, that, to a large extent, it was free from competition.

The Chancellor submitted masses of statistics, which he summarised as showing that 225,000,000 tons were mined in 1900, on which, after deducting £18,000,000 in wages more than in 1897, left the coal owners a net profit of £29,000,000 on a capital of £110,000,000. He had some difficulty in keeping his patience when deputations talked to him about the unprofitable condition of the trade. He had proposed the tax for merely one year and it would be on those who were able to bear it.

As to the competition of the United States, Sir Michael Hicks-Beach said: "Last year the price of our coal at the port of export rose very much higher than the price of coal in the United States, but in spite of that our export of coal was 34,000,000 tons, or 3,500,000 tons more than the previous year. The United States exports a little over 16,000,000 tons. If the United States could compete when the price of our coal was very high, it would be absolutely impossible for them to compete when the price was low."

John Redmond, the Nationalist leader, said the coal tax did not affect Ireland, and in that respect it was the beginning of a new era. On general principles, however, he argued that the efforts to defeat the budget. The debate was adjourned to Monday next, when, according to the arrangement, a division will be taken.

PROTESTANT MISSIONARIES IN CHINA ON THE PRESENT CRISIS.

We have received the following statement drawn up by a "representative committee of Protestant missions" at Shanghai, with a request for its publication. It will no doubt interest many of our readers:—

In view of the importance of the present crisis in the history of Christian missions in China, and of the fact that our position has been seriously subjected to adverse criticism, and we have deemed it advisable to make the following statement.

The points in the recent criticisms which most concern us are: (I) That missionaries are chiefly responsible for the recent uprising, and (II) That they have manifested an un-Christian spirit in suggesting the punishment of those who were guilty of the massacre of foreigners and native Christians.

I. With reference to the first of these charges we would remark:—

1. That when the facts concerning this uprising are rightly understood, it will be found that the causes are deep-rooted and manifold. The history of foreign relations with China has all along been of hereditary prejudice on the one hand and force on the other. The government of China has never given a friendly reception to foreigners. It has resented their presence and yielded grudgingly the few rights obtained from it by treaty. This long standing ill-will was deeply intensified by the political humiliation and loss of territory which followed the war with Japan.

The rise of the Boxer movement in Shantung and its rapid growth there and in the adjacent province of Chihli, will be found to have amongst its immediate causes: (a) the shortage of food, almost amounting to famine, which prevailed in those regions; (b) the irritation caused by the industrial and economic changes created by railway construction and other foreign enterprises; (c) the seizures of Kiaochow, Port Arthur, and Weihaiwei, which were bitterly resented as unwarrantable aggressions; and (d) the projection and forcible survey of a railway route through the province of Shantung, which produced intense local opposition.

2. The recent uprising was anti-foreign rather than anti-Christian. Native Christians have suffered mainly because they have been reckoned as "secondary devils," i.e., the allies of foreigners. Moreover, the destruction of railways and the attack on railway engineers preceded the destruction of mission compounds and the slaughter of missionaries. Nor should it be forgotten that among the facts of the outbreak are: the siege of the Legations, the destruction

of the property of the Imperial Customs, and the indiscriminate massacre of foreigners and of Chinese found in possession of foreign-made articles. That missionaries were residing in the interior, and were without the means to defend themselves, entirely accounts for the large number who perished. Had they been foreigners, but not missionaries, the result would have been the same.

3. The charge also includes the statement that missionaries have brought the present disaster upon themselves, on the one hand, by lack of appreciation of what is good in Chinese life and thought; and on the other, by disregard of Chinese prejudice and etiquette. It is conceivable that isolated statements and actions may thus be construed, but for the missionary body as a whole, we can assert that this statement is without foundation.

Believing as we do that the gospel is God's message of salvation to mankind, and that, too, in a sense in which the wisdom or words of no sage can ever be, we must, as faithful servants of our Lord, reiterate both the great affirmations and the gracious invitation of the Gospel, and wherever the claims of the Gospel are brought face to face with such superstition and idolatry as prevail among the masses of China, a certain measure of opposition and resentment is sure to be excited. For this we do not feel called upon to apologise. But the amount of opposition thus excited has been greatly exaggerated. The conciliating effect of the work done by their hospitals, colleges, schools, and famine relief has far more than counterbalanced any prejudice raised by the preaching of the Gospel. In spite of all that has recently transpired, it remains true that our position in China has not been secured so much by treaty right as by the goodwill of the people themselves.

And it is worthy of remark that these missionaries in the interior who had reached the coast, owe their escape in large measure to the friendliness of officials and people.

4. To the charge that missionaries have excited hostility by interfering in native litigation in the interests of their converts in courts of justice, we need only say that even by the Chinese officials themselves this charge is rarely preferred against the Protestant section of the missionary body. In flagrant cases of persecution, missionaries have felt it their duty to support members of their churches, and it cannot be denied that occasionally natives have secured the influence of the foreigner in an unworthy cause. But interference in native litigation as such, receives no support from the principles and practice of the general body.

II. With reference to the second point—that we have manifested an un-Christian spirit in suggesting the punishment of those who were guilty of the massacre of foreigners and native Christians—we understand that the criticism applies chiefly to the message sent by the public meeting held in Shanghai in September last.

1. It should, in the first place, be borne in mind that the petition presented at that meeting was called for by the proposal of the Allies to evacuate Peking immediately after the relief of the Legations. It was felt, not only by missionaries but by the whole of the foreign residents in China, that such a course would be fraught with the greatest disaster, inasmuch as it would give sanction to further lawlessness.

2. Further, it must be remembered that whilst suggesting that a satisfactory settlement "should include the adequate punishment of all who were guilty of the recent murders of foreigners and native Christians," it was left to the powers to decide what that "adequate punishment" should be. Moreover, when taking such measure as were necessary they were urged to "make every effort to avoid all needless and indiscriminate slaughter of Chinese and destruction of their property."

3. By a strange misunderstanding we find that this suggestion has been interpreted as though it were animated by an un-Christian spirit of revenge. With the loss of scores of friends and colleagues still fresh upon us, and with stories of cruel massacres reaching us day by day, it would not have been surprising had we been betrayed into intemperate expressions, but we entirely repudiate the idea which has been read into our words. If governments are the ministers of God's righteousness, then surely it is the duty of every Christian government not only to uphold the right but to put down the wrong, and equally the duty of all Christian subjects to support them in so doing. For China as for Western nations, anarchy is the only alternative to law. Both justice and mercy require the judicial punishment of the wrong-doers in the recent outrages. For the good of the people themselves, for the upholding of that standard of righteousness which strengthens and encourages of those officials whose sympathies have been throughout on the side of law and order, and for the protection of our own helpless women and children and the equally helpless sons and daughters of the church, we think that such violations of treaty obligations, and such heartless and unprovoked massacres as have been carried out by official authority or suggestion, should not be allowed to pass unpunished.

It is not of our personal wrongs that we think, but of the maintenance of law and of the future of China, who, it must be remembered, are not under the jurisdiction of Chinese law, but, according to the treaties, are immediately responsible to, and under the protection of, their respective governments.

It is unhappy the lot of missionaries to be misunderstood and spoken against, and we are aware that in any explanation we now offer we add to the risk of further misunderstanding, but we cast ourselves on the forbearance of our friends, and beg them to refrain from hasty and ill-formed judgments. If on our part there have been extreme statements, or if individuals have made demands out of harmony with the spirit of our Divine Lord, it is too much to ask that the anguish and the peril through which so many of our number have gone during the last six months should be remembered, and that the whole body should not be made responsible for the hasty utterances of the few?

On the eve of the new era which is about to dawn upon this ancient Empire, we would appeal to all who own the authority of Jesus Christ to aid us in bringing about a better understanding of the true position of affairs, and our relation to them. At the same time we would reaffirm our entire faith in the Christian Gospel as the one great agency for the mental, moral, and spiritual elevation of this people, and we would place ourselves afresh on the altar of service, praying that with greater humility and with more complete consecration we may exercise the ministry to which we are called.

EXPORT CARGO.

For steamer *Hongkong Maru*, sailed on the 18th May. For San Francisco—12 cases silk goods. For La Libertad—1 case silk goods. For Acapulco—5 cases silk goods. For Corinto—2 cases silk goods. For Chupacabra—3 cases silk goods. For Panama—2 cases silk goods. For Balaparra—3 cases silk goods. For Whittall—50 bales waste silk. For New York—1 case silk goods.

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12, QUEEN'S ROAD.

Hongkong, 15th May, 1901. [616]

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WITH CHAMBER FOR 10 CARTRIDGES.

FIRING 10 SHOTS IN 2 SECONDS.

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CAPITAL ANNUAL OUTPUT

YEN 12,000,000 800,000 TONS.

PORTS OF EXPORT.

OTARU AND MURORAN.

The celebrated Yubari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Otaru, Muroran, Shanghai, Hongkong, and other principal ports.

OFFICE: MINAMI IDAMACHI, TOKYO.

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HUGHES & HOUGH, Agents for Hongkong. [84]

FROM PORTSMOUTH TO PEKING VIA LADYSMITH.

WITH A NAVAL BRIGADE

ILLUSTRATED WITH FOUR MAPS.

CONTENTS.

From England to the Cape, and Crossing the Line—The Naval Brigade in South Africa (Boer War, 1899-1900)—Off to the Front (Colours)—Spion Kop—Vaal Krantz—Final Operations and Relief of Ladysmith—From the Cape to China—Naval Forces in North China with the Allied Forces—To the Relief of Peking—Summary of Sieges—Appendix.

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"DAILY PRESS" OFFICE, LOCAL BOOKSELLERS, SOLDIERS' CLUB, SOLDIERS' and SAILORS' HOME, ROYAL NAVAL CANTEN.

Price \$1 per Copy Paper Covers; \$1.50 in Boards.

Hongkong, 18th March, 1901. [782]

BAILEY & MURPHY.

CONSULTING ENGINEERS AND SURVEYORS.

60 & 62, DES VŒUX ROAD.

Telephone No. 187. Telegrams "Contract."

W. S. BAILEY, M.E. MECH. E.

E. O. MURPHY, WH. SC. A.M.I. MECH. E.

Hongkong, 4th January, 1901. [13]

DAVID CORNELL & SON'S.

MERCHANT NAVY

NATY BOILED

LONG FLAX

ELLANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.

Sole Agents.

1901 1901 1901

NOW READY.

MAIL TABLES.

THE Card published at the Daily Press Office

Contains—

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Calendar for 1901

That is more information than is given on one printed in London for which fifty cents is charged. The price of the locally printed correct card is 20 cents on paper, 30 cents on cardboard. Supplied only for cash by Daily Press Office or the Booksellers.

EXPORT CARGO.

For steamer *Hongkong Maru*, sailed on the 18th May. For San Francisco—12 cases silk goods. For La Libertad—1 case silk goods. For Acapulco—5 cases silk goods. For Corinto—2 cases silk goods. For Chupacabra—3 cases silk goods. For Panama—2 cases silk goods. For Balaparra—3 cases silk goods. For Whittall—50 bales waste silk. For New York—1 case silk goods.

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NEW ADVERTISEMENTS

THE NEED
OF
MUNICIPAL FREEDOMIN
HONGKONG.

"SCRUTATOR."

With Leading Articles and Correspondence
thereon Reprinted from the "HONGKONG
DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for \$1.

On Sale at Local Newsagents and H.
BUTTERFIELD'S Kowloon Store.

Hongkong, 30th May, 1901. [1333]

SANITARY BOARD.

OWNERS of HOUSES situated in the
Western Division of the City of Victoria
who have not had their PREMISES LIMB-
WASHED and CLEANSED in accordance
with law are reminded that the period during
which this work should be finished ends on the
30th day of June, 1901, and the Sanitary Board
being convinced of the necessity of CLEAN-
LINESS in its efforts to STAMP OUT
PLAGUE, is determined to RIGOROUSLY
PROSECUTE any Owner in default after the
above named date.By Order of the Board,
G. A. WOODCOCK,
Acting Secretary.

Hongkong, 1st June, 1901. [1409]

Note—The Western Division of the City lies
to the West of Morrison and East Street.

ROYAL HONGKONG YACHT CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING
will be held in the CRICKET CLUB
PAVILION, on TUESDAY, the 11th June, at
5.30 P.M.

BUSINESS:

1. To receive and pass the Hon. Treasurer's Accounts.
 2. To elect the Officers and Committee for the ensuing year.
 3. To fix the value of the Club Prizes for the next season.
 4. To fix the date of the first Club Race.
 5. The following alterations to rules will be proposed—
- (a) That the new Rating Rule adopted at a General Meeting on February 11th shall remain in force until June, 1902.
- (b) That the new rating rule shall not apply to existing Yachts, provided no alteration is made in their hulls.
- (c) That if the owner or partowner of a Yacht makes an appointment with the Official Measurers to measure the Yacht in which he is interested and neglects to have the Yacht ready for measurement at the appointed time and place, he shall forfeit a fine of \$5.
- (d) A Fee of \$5 shall be charged for every certificate after the first each season, subject to the discretion of the Committee, who may remit the fee in any special circumstances.

F. KOP, MAJOR,
Hon. Secy.

Hongkong, 3rd June, 1901. [1410]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

Captain Geo. Blackland, will be despatched
above on FRIDAY, the 7th inst., at 5 P.M.
The attention of Passengers is directed to
the excellent accommodation provided by this
steamer. She is fitted throughout with Electric
Light and is supplied with a Refrigerating
Chamber.A Doctor is carried.
For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.

Hongkong, 3rd June, 1901. [1411]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU."

Captain T. Ogata, will be despatched for
the above ports on SUNDAY, the 9th June.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 3rd June, 1901. [17]

THE HONGKONG WEEKLY PRESS is

now ready and contains—

Leading Articles—

The Government of Hongkong.

Approaching Return of the Court.

Japan, Russia, and the Telegraph.

Manchuria.

Village Sanitation.

The Evacuation of Chihli.

The Missionary Troubles and a Proposed
Cure.

The Crisis: Telegrams.

The Need of Municipal Freedom in Hong-
kong: Part (III).

Hongkong Sanitary Board.

The Plague.

New Dredger for Hongkong.

Japan's Colonial Venture.

Canton.

Swatow.

Peking.

Northern Notes.

The "Hongkong Junta" again.

Correspondence.

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Hongkong and Port News.

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Copies can be posted from the Office to
addresses sent; including postage 34 cents each,
or 31 for three copies Cash.

Hongkong, 3rd June, 1901.

NEW ADVERTISEMENT

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HAILOONG."

Captain Bathurst, will be despatched for the
above port TO-DAY, the 3rd instant, at NOON.
For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.

Hongkong, 1st June, 1901. [1408]

AUCTIONS

GOVERNMENT NOTIFICATION.

No. 294.

THE following Particulars and Conditions
of Sale of CROWN LAND by PUBLIC
AUCTION, to be held at the Office of the
Public Works Department, THIS DAY (MON-
DAY), the 3rd day of June, 1901, at 3 P.M.,
are published for general information.By Command,
T. SERCOMBE SMITH,
Acting Colonial Secretary.Colonial Secretary's Office,
Hongkong, 18th May, 1901. [1330]

PARTICULARS OF THE LOT.

Particulars and Conditions of the Letting by
Public Auction Sale, to be held THIS
DAY (MONDAY), the 3rd day of June,
1901, at 3 P.M., at the Office of the Public
Works Department, by Order of His Ex-
cellency the Governor, of One Lot of
Crown Land, in the Colony of Hong-
kong, for a term of 75 years, with the
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PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the year
1900, at the rate of Seventy Cents per
Share (or Seven per Cent. on the Capital of the
Company, making Twelve per Cent. for the
year) is PAYABLE at the HONGKONG AND
SHANGHAI BANK, Hongkong, on and after
this date the 23rd May, 1901, on Warrants to
be obtained from the undersigned. Local
Shareholders are requested to apply at the
Company's Office for their Warrants.
The Dividend is also payable at the Hong-
kong and Shanghai Bank, Shanghai, on pre-
sentation of Warrants thereon, on and after the
same date.A. H. MANCELL,
Secretary.

Hongkong, 23rd May, 1901. [1326]

CANTON LAND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the

following—

In the name of

Anthony Babington, Esq.

Do.

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Do.

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INSURANCES

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 16th May, 1892. [30]

SALAMANDER FIRE INSURANCE COMPANY.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.,
Agents.

Hongkong, 2nd April, 1900. [33]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 16th November, 1872. [29]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1899
£14,409,089.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
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SHAW, TOMES & CO.,
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Hongkong, 22nd June, 1900. [1872]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARRAIK & CO.,
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [32]

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Wm. MEYERINK & CO.,
Agents.

Hongkong, 18th May, 1900. [185]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS at Current Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 29th May, 1895. [31]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. [194]

"L'UNION" FIRE INSURANCE COMPANY, LD.

(Established 1825).

The Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.

Hongkong, 1st August, 1900. [794]

"L'URBAINE" FIRE INSURANCE COMPANY, LD.

(Established 1838).

The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.,
Agents.

Hongkong, 7th February, 1901. [430]



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A WRITER for TEMPORARY EMPLOYMENT in H. M. Victualling Yard. Apply to Office of Deputy Victualling Store Officer between 9 and 12.

Hongkong, 1st June, 1901. [1403]

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Hongkong, 1st June, 1901. [1404]

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Hongkong, 31st May, 1901. [1389]

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H. M. Naval Yard.

Hongkong, 25th April, 1901. [1106]

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Plans and Specifications of the same can be seen.

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23, Praya East, Wanchai.

Hongkong, 15th April, 1901. [1031]

OUR WASHINGTON LETTER.

[FROM OUR CORRESPONDENT.]

Washington, 1st May.

Chicago, the queen city of the west, has at last realized her ambition to become a sea-port. Nature and her founders placed her a thousand miles, as the bird flies, from broad Atlantic, and between her docks and the salt water are fully two thousand miles of difficult rapids and lakes and canals and channels. But with characteristic western daring her merchants have decided that these handicaps are but small ones and last week an ocean-going steamer pulled out of the Chicago river for a trip to Hamburg. The Northwestern was the name of the steamer and she was loaded with grain and Chicago-made agricultural implements. Across the great lakes she steamed a thousand miles to Buffalo. There she unloaded her grain, reduced her draft to 13 feet, and as these words are being written is slowly making her way through the canals. Four vessels like the Northwestern have been built for the Chicago-Hamburg line. Freight on the grain transported to Buffalo, it is thought, will more than pay the cost of the trip from Chicago to that lake port. No great difficulties are expected in traversing the Welland canal, and none, of course, will be encountered in Lake Ontario; but on the St. Lawrence river and the Canadian canals the new inland-trans-Atlantic line will meet with the obstacles that will determine finally whether the daring enterprise is to be a success or a failure. The steamer of the line will be compelled to run two rapids on the St. Lawrence. This will be attempted without lightening. It will be necessary, also, to traverse the Galop, Cornwall, Soulanges and Lachine canals before reaching Montreal. At the Canadian city the ships of the line will reload to their full draft for the ocean trip. They will recede either at Montreal or at Sydney, Cape Breton.

The enterprise is a noteworthy one and will be watched with interest by shippers in all parts of the world. Chicago is the greatest food supply centre of America and Europe. Millions of bushels of wheat and corn, grown on the prairie, flow into her elevators, and beef and pork from her packing houses find their way to all parts of the civilized world. In South Africa, Britons and Boers alike are eating her hams and bacon. In Lapland and in Palestine her canned beef is consumed. If these food-stuffs can be loaded upon ocean-going steamers in the Chicago river and conveyed directly to the markets of Europe, a new era in international trade will begin. In order to avoid the warm Gulf Stream, the ships of the new line will cross the Atlantic far to the northward of the regular steamer track. By this plan, it is thought, food-stuffs may be carried without danger of spoiling on the way. During the winter, when the canals are blocked by ice, the old method of reshipment at Buffalo and New York will be employed.

Speaking of sea-ports recalls the fact that the ancient town of Annapolis, the seat of the United States Naval Academy, stood at the head of the custom-house list last year as the most expensive luxury maintained by the Treasury Department. The aggregate customs receipts at Annapolis for the fiscal year amounted to the sum of one dollar (gold) and to collect this solitary coin the Treasury was forced to spend \$951. The customs establishment at Annapolis consists of a collector, a deputy-collector and a clerk. The \$951 represented their salaries and commissions. Fortunately for the Treasury, the cost of collecting Uncle Sam's titles at other ports is not nearly so great. At Boston, for instance, the aggregate receipts of nearly \$19,000,000 were collected at an expense of three cents on the dollar. New York was even cheaper, for the \$153,000,000 collected there cost only two cents on the dollar. Next to Annapolis, the most expensive post in the service was Rock Island, Illinois, where the aggregate receipts were fifty cents and the expenditure was \$363. Happily the Rock Islands and Annapolises of the country are very rare. At every session of Congress the Secretary of the Treasury recommends the abolition of a score or more of them, but political reasons make them remain.

Thus far it seems likely that those American citizens who thought that the acquisition of the Philippines would provide a multitude of soft posts for them are to be badly disappointed. The government will consist of a governor, a cabinet and a legislative council, and will be modelled largely after those which administer the colonies of Great Britain. Governor-General Taft, it is thought, will exercise general supervision over the archipelago, but the great majority of the offices will go to natives. The evils of "carpet bag" government were shown in the South after the civil war, and already, in Cuba, it has been demonstrated that American-born office-holders are prone to make raids on the colonial treasuries. In order to be just and to avoid scandals, Uncle Sam will permit his dark-skinned vassals to make their own laws and administer their own punishments. This will be both good and great.

In solemn convocation, the lords of the Navy have decided that the market value of a Filipino is but half that of a white man. For some time there has been a warm argument as to the question. One camp has held that the compatriots of Aguinaldo are every whit as good as those of Washington, while the other camp has stoutly maintained that the indolent Filipino is only human by courtesy. Now all has been settled by an order fixing the wages of sailors. A Filipino coxswain will receive \$16 a month; a white coxswain will receive \$30. A Filipino seaman will receive \$12 a month; his white or black brother enlisted outside of the Philippines will receive \$24. Native firemen first and second class, will be paid \$18 and \$15, respectively. White and black handlers of coal will get \$35 and \$30. The same proportion exists in every item on the list.

Aguinaldo's address to the Filipinos excited little interest in the United States, for the reason that the conviction is slowly growing that the

island leader is more of a clown than a patriot. His statement that he took no part in any of the battles of the insurrection is looked upon as evidence that he is merely a cowardly agitator. Washington, Bolivar, Garibaldi, Garcia and the other great leaders to whom he has been compared by the hysterical anti-imperialists, were fighting men, all of them. Within the last three years Aguinaldo has sworn allegiance to Spain, to the Philippines and to the United States. Twice he has been bribed, and twice he has betrayed his friends. This time, if he tries treason, he will be recaptured and hanged, and the world will be rid of him. Cowards in the United States are not looked upon with much admiration. That this is true is shown by the complete collapse of the strong party of sympathetic old gentlemen who regarded Aguinaldo as a martyr.

"Had he not been captured," says an administration paper, "it would have taken the shrewd little general a longer time than this to change his views so as to become an apostle of peace instead of a maker of war. His conversion has been very rapid. It may have come from a sincere conviction that Uncle Sam has been right all the time and it may have been caused by the prospect of advancement for himself. His advice to his former subjects may prove a potent factor in bringing about the end of the rebellion and the return of the rebels to the pursuits of peace. That General McArthur holds this view is shown by his action in releasing a thousand insurgents upon their taking the oath of allegiance. The way seems now open to complete pacification, and this means the removal of the greatest obstacle to a stable government—one that will guarantee to each and all peace and freedom from oppression."

Mr. John A. Kasson, a citizen of the state of Iowa, has come into the public eye recently as the rarest bird in Uncle Sam's collection. Shortly after the passage of the Dingley tariff law, Mr. Kasson was appointed by the President to negotiate reciprocity treaties with all countries who showed a willingness to enter into such compacts. He performed this duty faithfully, and after hard labour arranged a number of treaties, but the Senate unfortunately failed to confirm them, and his work went for naught. Thereupon, because he had nothing more to do, Mr. Kasson handed his resignation to Mr. McKinley. Incidentally he surrendered a salary of \$10,000 a year. This in itself was extraordinary, for in this land of the free few office-holders give up lucrative jobs because they think that they have no work to do. But the most remarkable feature of the whole affair is the fact that when the President refused to accept Mr. Kasson's resignation, the latter refused to draw his salary on the ground that he could not earn it. Half a dozen times the paymaster of the State Department notified him that a bag of coin awaited his order, and each time he replied that he could not conscientiously take charge of it. Mr. Kasson's unheard-of action has excited much wonder in all parts of the country, and enterprising showmen, it is said, have offered him large sums for permission to exhibit him to a dumb-founded public.

When the Duke of Cornwall and York sailed from England, he declared in the course of the speech he delivered at the luncheon aboard the *Opier*, that throughout his tour he would set foot on no land not British soil. This was widely published at the time, and throughout Europe caused much comment. Two weeks later he landed at Port Said to return the call of Prince Mahomet Ali, the brother of the Khedive, and now the continental papers are calling attention to the fact and demanding to know if England looks upon Egypt, and especially the Suez canal, as British territory. As yet no official answer has been forthcoming.

Society has found a new pastime. It is politics, and in every large city the idle rich are adopting it with enthusiasm. Two weeks ago Honore Palmer, son of Potter Palmer, the Chicago millionaire, was elected an alderman. On the day after election day, his mother, who holds Chicago society in the hollow of her hand, gave a reception to the gentlemen who helped to elect her son, and according to all accounts the affair was as funny as a double lynch. Slanting-browed politicians of the real American type rubbed shoulders with men of "the 40's"; there were speeches in all of the known dialects; and "chemical beer" was washed down with champagne. "Bath-house," John Coughlan, was there, resplendent in a red waistcoat with green spots, and with him were hundreds of patriotic citizens who had voted for Honors because his dollars were attractive. Potter Palmer, the father of the family, is famous as the owner of the Palmer House, Chicago, which in turn is famous because its bar-room is paved with dollars. He was the chief boss of the World's Fair at Chicago, and has more money than he knows how to spend. His son's political friends have high hopes of teaching him how to get rid of it.

One of the most novel industries ever devised has been originated by a citizen of New York. It is a new thing under the sun, and if all of the stories told of it are to be believed, it is destined to be unusually lucrative. When the stolen Gainsborough picture was restored to its owner a few weeks ago, there was much talk of the man who acted as go-between between the owner and the thieves who stole it twenty-five years ago. He was an "honest gambler," and after long negotiations he succeeded in returning the painting to its rightful possessors. The "honest gambler" carefully concealed the identity of the thieves, collected the \$25,000 reward offered for the recovery of the picture, and in addition secured a substantial sum for the thieves. A few weeks ago Willie McCormick, a little lad, was kidnapped from his father's home, near High Bridge, New York. The latter, frantic with grief, and having the Cuddey abduction in mind, offered \$6,000 for his boy's return. The kidnappers being afraid to negotiate for the money, they up and spoke the same "honest gambler" who recovered the

Gainsborough. He offers to rescue young McCormick for a consideration, provided no attempt is made to force him to reveal his criminal clients' identity. If he is successful, he will have made about \$30,000 profit in a month, and already other energetic citizens attracted by the merits of the trade he has invented, are casting about for chances to enter it. Meanwhile the police stand by and stare with open mouths, and the general public wonders if the days of brigandage have returned.

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A LECTURE BY ALEXANDER MICHIE.

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Hongkong, 20th April, 1901. [1072]

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For the HONGKONG AND SHANGHAI BANKING CORPORATION,
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Chief Manager.

Hongkong, 30th May, 1901. [1379]

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Hongkong, 27th July, 1897. [189]

NOTICE.

TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JESSELTON for the North Borneo GOVERNMENT, particulars of which may be seen at the Office of Messrs. GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th February, 1901. [508]

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[1331]

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LONDON	DARADUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst.
LONDON	MARSHALL	Brit. str.	—	J. S. Stevenson	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	GLENGARRY	Brit. str.	—	C. C. Talbot, R.N.R.	McGREGOR BROS. & CO.	On 28th inst.
LONDON	JAPAN	Brit. str.	—	—	P. & O. S. N. Co.	On 29th inst.
LONDON	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	RHIFRUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 13th inst., at Noon.
LIVERPOOL DIRECT	HAMBURG	Ger. str.	—	P. Magin	—	On or about 15th inst.
HEMSEN, VIA PORTS OF CALL	SOCOTRA	Brit. str.	—	T. Hild, R.N.R.	P. & O. S. N. Co.	To-day, at 1 P.M.
MARSEILLES & LONDON	LAOS	Fren. str.	—	G. E. T. Cook	MESSAGERIES MARITIMES	On 14th inst., at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	SHINANO MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 28th inst., at Daylight.
MARSEILLES, LONDON & BARROW, V. SPORE, &c.	HITACHI MARU	Jap. str.	—	—	HAMBURG-AMERIKA LINIE	On 6th inst.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SABINA	Ger. str.	—	Hempel	HAMBURG-AMERIKA LINIE	On 12th inst.
HAVRE & HAMBURG VIA FOCHOW	WITENBURG	Ger. str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE, BREMEN & HAMBURG	MUNSTER	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	—	DODWELL & CO. LIMITED	On or about 20th inst.
HAVRE & HAMBURG	HILLOLEN	Brit. str.	—	—	McGREGOR BROS. & CO.	On 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	GLENARTNEY	Brit. str.	—	—	JARDINE, MATHESON & CO.	On or about 1st Aug.
NEW YORK VIA SUEZ CANAL	INDRANI	Brit. str.	—	—	SHAW, TOMES & CO.	On 5th inst.
NEW YORK VIA SUEZ CANAL	ARARA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 12th inst.
NEW YORK VIA SHANGHAI &c.	EMPEROR OF CHINA	Brit. str.	—	H. Mowatt, R.N.R.	CANADIAN PACIFIC R. CO.	On 7th inst.
YANCOOVER, VIA MOJI, &c.	ATHENIAN	Brit. str.	—	J. W. Ekstrand	DODWELL & CO. LIMITED	On 10th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	BRANMAR	Brit. str.	—	—	SHAW, TOMES & CO.	On or about 10th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	KAGA MARU	Brit. str.	—	—	TOYO KISEN KAISHA	On 11th inst., at Noon.
PORTLAND (OR)	NIPPON MARU	Jap. str.	—	—	PACIFIC MAIL S. S. CO.	On 18th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	DELIAN KING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	CHANGHONG	Brit. str.	—	N. Tate	NIPPON YUSEN KAISHA	On 14th inst., at 4 P.M.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 5th inst., at Noon.
YOKOHAMA DIRECT	TOKA MARU	Jap. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 7th inst., at Daylight.
KOBE & YOKOHAMA	AIKIE	Brit. str.	—	J. MacKenzie	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	SADO MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 5th inst.
MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day.
WEIHAWEI & TIENSIN	KWANGHWA	Brit. str.	—	—	SHAW, TOMES & CO.	To-day, at 5 P.M.
SHANGHAI	LYNMOON	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 4th inst.
SHANGHAI & JAPAN	JAVA	Fren. str.	—	Aubert	MESSAGERIES MARITIMES	On or about 4th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHUBAN	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On or about 7th inst.
SHANGHAI	MAIDZURU MARU	Jap. str.	—	K. Suzuki	MIYOSU BUSSAN KAISHA	On 5th inst., at Daylight.
ANPING, VIA SWATOW & AMOY	ANPING MARU	Jap. str.	—	S. Atsumi	MIYOSU BUSSAN KAISHA	On 9th inst.
FOOCHOW, VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	T. Ogata	MIYOSU BUSSAN KAISHA	To-day, at Noon.
TAMSAI, VIA SWATOW & AMOY	HAIOLOONG	Brit. str.	—	Bathurst	BUTTERFIELD & SWIRE	To-morrow.
HAIPHONG	KATFONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 5th inst.
ILOILO & CEBU	SUNOKIANO	Brit. str.	—	Geo. Blackland	SHAW, TOMES & CO.	On 7th inst., at 5 P.M.
MANILA & ILOILO	PERLA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst.
MANILA	CHANGSHA	Brit. str.	—	E. J. Barlow	BUTTERFIELD & SWIRE	On or about 3rd inst.
YAP, SAIPAN, GUAM, PONAPE, &c.	LOUIS J. KENNY	Amr. str.	—	D. Costa	CARLOWITZ & CO.	On 12th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	BOMBIDA	Ital. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	MIKE MARU	Jap. str.	—	—	—	—

SHIPPING.

ARRIVALS.
 May 31, ARIAKE MARU, Japanese str., 2,193, Kagozawa, Moji 25th May. Coal.—MITSUBISHI KAISHA.
 May 31, MONTECALMO, German str., 359, O. Kimm, Bangkok 25th May. Rice and Teakwood.—MELCHERS & CO.
 June 1, DAHJI MARU, Japanese str., 846, K. Sobajima, Tamsui 25th May. General.—MITSUBISHI KAISHA.
 June 1, SUNOKIANO, British str., 1,021, Moore, Manila 24th May. General.—BUTTERFIELD & SWIRE.
 June 1, ANPING, British str., 1,158, H. Barlow, Shanghai 24th May. General.—C. M. S. N. Co.
 June 1, HANUI, French str., 793, Panier, Haiphong 24th May. General.—A. E. MARY.
 June 1, KACHIDATE MARU, Japanese str., 2,736, Fujiki, Moji 25th May. Coals.—MITSUBISHI KAISHA.
 June 1, ANPING MARU, Japanese str., 1,067, S. Atsumi, Fochow, Amoy and Swatow 31st May. General.—M. B. KAISHA.
 June 1, BRAND, Norwegian str., 1,320, John Throusen, Bangkok 24th May. Rice.—CHINESE.
 June 1, CADIUM, British str., 3,953, Daniel, Balcom 18th April and Spore 25th May. Kerosene Oil.—ARNOLD, KAREKAK CO.
 June 1, ELA, German str., 1,702, Schouwand, Hongkong 30th May. Coal.—JESSEN & CO.
 June 1, HONG BUE, British str., 2,050, H. Peter, Singapore 27th May. General.—CHINESE.
 June 1, LAOS, French steamer, 2,331, Flaudin, Yokohama 23rd May. Mails and General.—MESSAGERIES MARITIMES.
 June 1, SKONG LEONG, British str., 1,278, A. J. Coleman, Singapore 25th May. General.—CHINESE.
 June 1, LYENMOON, German str., 1,258, Lohmann, Canton 1st June. General.—SIEMSEN & CO.
 June 2, CHOWANG, British str., 1,184, Bowker, Canton 2nd June. General.—JARDINE, MATHESON & CO.
 June 2, WHAMPOA, British str., 1,109, Laver, Canton 2nd June. General.—BUTTERFIELD & SWIRE.
 June 2, JAVA, British str., 2,632, G. W. Gordon, R.N.R., London 20th April and Singapore 27th May. General.—P. & O. S. N. Co.
 June 2, PHRA CHOM KHAO, British str., 1,011, Morris, Bangkok and Koh-chang 28th May. Rice.—MELCHERS & CO.
 June 2, SULLBERG, German str., 782, J. Jessen, Cebu 28th May. General.—SIEMSEN & CO.
 June 2, CANTHAGE, British hospital ship, 2,983, J. R. London, R.N.R., Shanghai 30th May.

CLEARANCES.

At the Harbour Master's Office.
 From the British str., for Shanghai.
 From the German str., for Swatow.
 From the British str., for Canton.
 From the British str., for Bangkok.
 From the German str., for Bangkok.
 From the Japanese str., for Kutchinotau.
 From the British str., for Amoy.
 From the German str., for Yokohama.
 From the British str., for Swatow.

DEPARTURES.

June 1, DORIE, British str., for San Francisco.
 June 1, DUK OF FIFE, British str., for Moji.
 June 1, WOSANG, British str., for Shanghai.
 June 1, EVA, German str., for Batavia.
 June 1, THYM, Norw. str., for Swatow.
 June 1, FURUN, British str., for Shanghai.
 June 1, TAIKANG, British str., for Shanghai.
 June 2, PROMETHEUS, Brit. str., for Swatow.
 June 2, ARIAKE MARU, Jap. str., for Kutchinotau.
 June 2, KACHIDATE MARU, Japanese str., for Kutchinotau.
 June 2, CHOWTAT, German str., for Bangkok.
 June 2, KEONGWAI, German str., for Bangkok.
 June 2, DECIMA, German str., for Swatow.
 June 2, GLENLOCHY, British str., for Shanghai.
 June 2, ANPING, British str., for Canton.

VESSELS IN DOCK.

At the Harbour Master's Office.
 At the Dock—U.S.S. Bennington, Burnside, Meade, Union, Iria, Athenian, Descartes, June, Natuna.
 Cosmopolitan Dock—Colonies, Simongon, Fethan, München.

SHIPPING REPORT.
 The British steamer Hong Bee, from Singapore 27th May, had light breezes from east and north with fine weather throughout.
 The British steamer Sunghwang, from Manila 29th May, had light N.E. to E. winds and fine weather to 40 miles S.E. of Tamsui; thence to port rainy weather with rising N.E. swell.
 The British steamer Anping, from Shanghai 29th May, had moderate easterly to northerly winds and fine, cloudy at times, overcast weather; thence to port dull, cloudy to squally, rainy and misty weather and variable winds.
 The Norwegian steamer Brand, from Bangkok 24th May, had light variable winds from S.E. and S. and fine weather up to 3rd May. Since then cloudy and squally with some rain and wind from N.E. to E. fresh to strong breeze. On 29th May, 6 a.m. passed a steamer bound S.W., no name visible, black funnel, lat. 14° N., long. 110° E.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR
 SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, SOYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd June, 1901, at 1 P.M., the Company's Steamship "LAOS," Captain Flaudin, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Ports of Call, WITHOUT RE-ENTRY.
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 2nd June. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
 Hongkong, 21st May, 1901.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.
 THE Steamship
 "LYEEMOON."
 Captain Th. Lehmann, will be despatched for the above port TO-DAY, the 3rd June, at 5 P.M.
 This steamer has superior accommodation for First and Second Class Passengers. For Freight or Passage, apply to
 SIEMSEN & CO., Agents.
 Hongkong, 30th May, 1901.

FOR YAP, SAIPAN, GUAM, PONAPE AND THE EASTERN CAROLINE ISLANDS.

THE Vessel
 "LOUISE J. KENNY"
 will be despatched for the above ports on or about 3rd June.
 For Freight, apply to
 B. J. BARLOW, Agent.
 Queen's Buildings, Hongkong, 30th May, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.
 THE Steamship
 "AIRLIE."
 Captain St. John George, will be despatched as above on WEDNESDAY, the 5th June, at Noon.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 1st June, 1901.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

DESTINATIONS.	SAILING DATES.
KOBE and YOKOHAMA	FRIDAY, 7th June, at DAYLIGHT.
YOKOHAMA (DIRECT)	FRIDAY, 7th June, at NOON.
VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, KOBE, MOJI and YOKOHAMA	MONDAY, 10th June, at 4 P.M.
MARSEILLES, LONDON, and BARROW, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 14th June, at DAYLIGHT.
MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, at NOON.
KOBE and YOKOHAMA	FRIDAY, 21st June, at DAYLIGHT.
NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at NOON.
HAMA BOMBA, VIA SINGAPORE and COLOMBO	FRIDAY, 21st June, at NOON.
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 28th June, at DAYLIGHT.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MIHARA, Manager.
 Hongkong, 3rd June, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, UPO ETO LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA. PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SABINA	HAVRE & HAMBURG v. FOCHOW	On 6th June } Freight or Passage.
WITTENBERG	HAVRE, BREMEN & HAMBURG	On 12th June } Freight.
NURNBERG	HAVRE & HAMBURG	On 25th June } Freight.
SAMBIA	HAVRE & HAMBURG	On 25th July } Freight.

For further particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.

Hongkong, 3rd June, 1901.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI AND JAPAN	CHUBAN	About 4th June	Freight or Passage.
SHANGHAI	G. W. Gordon, R.N.R.	June	
SHANGHAI	C. L. Daniel	About 7th June	Freight or Passage.
LONDON, &c.	COROMANDEL	Noon, 8th June	See Special Advertisement.
MARSEILLES AND LONDON	SOCOTRA	About 15th June	Freight only.
LONDON	T. Hild, R.N.R.	June	
LONDON	JAPAN	About 20th June	Freight or Passage.
	C. C. Talbot, R.N.R.	June	

For Further Particulars, apply to
 H. A. RITCHIE, Superintendent.
 Hongkong, 3rd June, 1901.

NORTHERN PACIFIC
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA
 IN CONNECTION WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
BRANMAR	3,601	W. Watt	June 7th
DUKE OF FIFE	3,821	J. B. Cor	June 28th
OLYMPIA	2,837	J. Trubridge	July 16th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.
 Excellent accommodation. First-class Table. Doctor and Stewards carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.
 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains; day and night Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, £35.
 The best route to the Klamath Gold Fields. Frequent Sailings from Victoria and Tacoma to DYRA and St. MICHAEL.

Rates of Passage to other Points on application.
 A Special rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to
 DODWELL & CO. LIMITED,
 General Agents.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 5th June, 1901.
 "EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 26th June, 1901.
 "EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 17th July, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey as an make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAN" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:—

"ATHENIAN," 3,822 Tons., Comdr. H. Mowatt, about WEDNESDAY, 12th June.
 "TARTAN," 4,125 Tons., Comdr. G. D. Bowles, R.N.R., about SATURDAY, 8th July.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 Pedder's Street.

Hongkong, 16th May, 1901.

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LATE PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
KLAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY, 11th July.
BAYERN	THURSDAY, 25th July.
STUTTGART	THURSDAY, 8th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 19th September.
PREUSSEN	THURSDAY, 2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KLAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.

ON THURSDAY, the 13th day of June, 1901, at Noon, the Steamship "HAMBURG," of the Norddeutscher Lloyd, Captain P. Magin, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 11th June, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 12th June, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 12th June.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 11th June.
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 14th June.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"DARDAUS"	On 11th June.
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 9th July.
LIVERPOOL, Direct	"RHIPES"	On 8th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 30th April, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	On 3rd June.
MANILA and ILOILO	"SUNGKANG"	On 5th June.
ILOILO and CEBU	"KAIFONG"	On 4th June.
WEIHAIWEI and TIENTSIN	"KWEIYANG"	On 5th June.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, TOWN-		
SVILLE, ROOSEBANE, SYDNEY,	"CHANGSHA"	On 10th June.
LAUNCESTON and MELBOURNE		
MANILA	"CHANGSHA"	On 10th June.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd June, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.FOR SHANGHAI, NAGASAKI, KOBE,
AND YOKOHAMA.

THE Company's Steamship

"SYDNEY,"
Captain Anbert, will be despatched for the
above ports on or about TUESDAY NEXT,
the 4th June.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 29th May, 1901.

THE OSAKA SHOSSEN KAISHA,
LIMITED.FOR FOOCHOW VIA SWATOW AND
AMOI.

THE Company's Steamship

"ANPING MARU,"
Captain S. Atsumi, will be despatched for the
above ports on WEDNESDAY, the 5th June,
at DAYLIGHT.For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA,
Agents.

Hongkong, 23rd May, 1901.

PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.Agents for and in connection with
OREGON RAILROAD AND NAVI-
GATION COMPANY.Operating the New First Class Steamships
"INDRAVELLI," "INDRAPURA,"
"KNIGHT COMPANION,"between HONGKONG and PORTLAND
(OR), calling at SHANGHAI, NAGASAKI,
MOJI, KOBE and YOKOHAMA.

THE Steamship

"INDRAVELLI,"
will be despatched for Portland (Or.) on
MONDAY, the 10th June, 1901.Through bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.For through rates of Freight and further
information, communicate with or apply to
ALLAN CAMERON,
General Agent,or to
SHEWAN, TOMES & CO.,
Hongkong, 24th May, 1901.NAVIGAZIONE GENERALE ITALIANA
(FLORIO and RUBINATO UNITED
COMPANIES).STEAM FOR BOMBAY VIA SINGAPORE
AND PENANG.Having connection with Company's Mail Steamers
to ADEN, SUEZ, PORT SAID, MENA, NAPLES,
LEGHORN and GENOA, also VENICE and TRIESTE,
all MEDITERRANEAN, ADRIATIC,
LEVANTINE and SOUTH AMERICAN
PORTS UP TO CALAO.Taking Cargo at through rates to PERSIAN
GULF and BAGDAD; also BARCELONA,
VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA,"
Captain D. Costa, will be despatched as above on
WEDNESDAY, the 12th June, at Noon.At Bombay the steamer is discharging in
Victoria Dock.For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 30th May, 1901.

THE UNITED STATES AND CHINA
JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANT,"
will be despatched for the above port on or
about 25th June, 1901.For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 17th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENHARRY,"
Captain J. S. Stevenson, will be despatched as
above on the 28th June.For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 30th May, 1901.

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 8th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.

THE IP. & M. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and
HONOLULU on SATURDAY, the 18th June, at Noon, taking Freight for Japan, the
United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials
located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only)
are granted and will apply only to Missionaries, members of the Naval and Military
Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid
full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and
re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months,
will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original
port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the
United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port
of call for return voyage at any time within twelve months, will be allowed a reduction of ten per
cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to
Havana, Trinidad and Demerara, and to ports in Mexico, Central and South America, by the
Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages
will be received at the Office until 5 p.m., same day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold
or over) destined to points beyond San Francisco in the United States, should be sent to the
Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is
less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies,
Queen's Building.

Hongkong, 3rd June, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
P L T M O U T H A N D L O N D O NTHROUGH BILLS OF LADING ISSUED FOR
BATAVIA, CONTINENTAL AND AMERICAN
PORTS.

THE Steamship

"COROMANDEL,"
Captain T. W. Vibert, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for Bombay, on SATURDAY, the 8th June,
at Noon, taking passengers and cargo for
the above ports.

Silk and Valuable, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transshipment.

Parcels will be received at this Office until 4
p.m. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
H. A. MITCHELL,
Superintendent.

Hongkong, 29th May, 1901.

THE OSAKA SHOSSEN KAISHA,
LIMITED.FOR ANPING (VIA WATOW AND
AMOI).

THE Company's Steamship

"MAIDZURU MARU,"
Captain K. Sudaoki, will be despatched for
the above ports on WEDNESDAY, the 12th
June.

For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA,
Agents.

Hongkong, 30th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENATHNEY,"
Captain Warner, will be despatched as above on
or about the 20th June, 1901.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 18th May, 1901.

SHEWAN TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"
will be despatched for the above port on or
about 1st August, 1901.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 15th May, 1901.

HONGKONG
STEAMERS.

Aldie, British steamer, 2,500 tons, 12 guns, 8,500 h.p., Gibb, Livingston & Co.	May 28.
Anping Maru, Jap. str., 1,038 tons, 10 guns, 1,400 h.p., Mitsui Bussan Kaisha	June 1.
Athenian, British str., 2,444 tons, 10 guns, 1,400 h.p., C. P. R. Co.	May 26.
Bavarian, Brit. str., 2,164 tons, 10 guns, 1,400 h.p., Gibb, Livingston & Co.	May 26.
Braemar, British str., 2,316 tons, 10 guns, 1,400 h.p., Doddwell & Co., Limited	May 24.
Brand, Norw. str., 1,520 tons, 10 guns, 1,400 h.p., Chinese	June 1.
Burnside, Amr. str., 1,400 tons, 10 guns, 1,400 h.p., Jardine, Matheson & Co.	April 14.
Chiyun, Amr. str., 1,211 tons, 10 guns, 1,400 h.p., Chinese	May 26.
Choyang, British str., 1,194 tons, 10 guns, 1,400 h.p., Jardine, Matheson & Co.	May 30.
Compania de Filipina, Amr. str., 707 tons, 10 guns, April 3, Brindley & Co.	Orta.
Elita Nossack, Ger. str., 1,161 tons, 10 guns, 1,400 h.p., East Asiatic Trading Co., Limited	May 18.
Elsa, German str., 1,702 tons, 10 guns, 1,400 h.p., Jensen & Co.	May 13.
Empress of China, British str., 3,063 tons, 10 guns, 1,400 h.p., May 28, C. P. R. Co.	Archibald.
Hailong, British str., 783 tons, 10 guns, 1,400 h.p., Douglas Laing & Co.	May 31.
Hanoi, French steamer, 793 tons, 10 guns, 1,400 h.p., A. E. Marty	June 1.
Hong Hsue, British str., 2,956 tons, 10 guns, 1,400 h.p., Chinese	June 1.
Jara, British steamer, 2,632 tons, 10 guns, 1,400 h.p., Kaifong, British str., 1,024 tons, 10 guns, 1,400 h.p., Butterfield & Swire	June 2.
Kwaiyang, British str., 1,062 tons, 10 guns, 1,400 h.p., Butterfield & Swire	May 27.
Laos, French steamer, 2,331 tons, 10 guns, 1,400 h.p., Messageries Maritimes	June 1.
Lyceum, German steamer, 1,233 tons, 10 guns, 1,400 h.p., May 28, Siemens & Co.	Lehmann.
Maria Johanna, Ger. str., 1,700 tons, 10 guns, 1,400 h.p., May 31, E. A. Trading Co., Limited	Heimmet.
Melpomene, Aust. str., 1,709 tons, 10 guns, 1,400 h.p., Sander, Wieler & Co.	May 31.
Mongkut, German str., 859 tons, 10 guns, 1,400 h.p., Melchers & Co.	May 31.
Manchen, German str., 4,091 tons, 10 guns, 1,400 h.p., Melchers & Co.	May 28.
Natuna, German str., 453 tons, 10 guns, 1,400 h.p., Melchers & Co.	May 28.
Nippon Maru, Jap. str., 3,437 tons, 10 guns, 1,400 h.p., Toyo Kisen Kaisha	May 31.
Nuen Tung, German str., 1,341 tons, 10 guns, 1,400 h.p., May 31, E. A. Trading Co., Limited	Schonberg.
Pelayo, British steamer, 1,100 tons, 10 guns, 1,400 h.p., G. McHain	May 31.
Phra C. Kiao, Brit. str., 1,011 tons, 10 guns, 1,400 h.p., Melchers & Co.	June 2.
Raja Buri, German str., 1,189 tons, 10 guns, 1,400 h.p., Melchers & Co.	May 30.
Sarnia, German str., 2,452 tons, 10 guns, 1,400 h.p., Hamburg-Amerika Linie	May 31.
Seong Loong, British str., 1,298 tons, 10 guns, 1,400 h.p., Chinese	June 1.
Simougan, Dutch str., 1,818 tons, 10 guns, 1,400 h.p., Sailberg, German str., 782 tons, 10 guns, 1,400 h.p., Siemens & Co.	April 18.
Siam, German str., 1,021 tons, 10 guns, 1,400 h.p., Butterfield & Swire	June 2.
Thales, British steamer, 820 tons, 10 guns, 1,400 h.p., Douglas Laing & Co.	May 30.
Titanis, German str., 1,258 tons, 10 guns, 1,400 h.p., Jensen & Co.	May 22.
Universe, Norw. str., 1,635 tons, 10 guns, 1,400 h.p., Order	May 27.
Whampoa, British str., 1,109 tons, 10 guns, 1,400 h.p., Butterfield & Swire	May 21.
Wongkok, German str., 1,108 tons, 10 guns, 1,400 h.p., Butterfield & Swire	May 28.

SAILING VESSELS.

Celest Barrill, British ship, 1,764 tons, 10 guns, 1,400 h.p.,
Evis J. Ray, Amr. bark, 958 tons, 10 guns, 1,400 h.p.,
Sander, Wieler & Co.Louis J. Kenny, Amr. schr., 155 tons, 10 guns, 1,400 h.p.,
30 MasterM. de Villars, French bark, 1,171 tons, 10 guns, 1,400 h.p.,
31 E. A. Trading Co., LimitedSardis, American schr., 240 tons, 10 guns, 1,400 h.p.,
MasterSea Witch, Amr. ship, 1,172 tons, 10 guns, 1,400 h.p.,
MasterSussex, British bark, 1,212 tons, 10 guns, 1,400 h.p.,
MasterValde of Odon, British bk., 717 tons, 10 guns, 1,400 h.p.,
Sander, Wieler & Co.HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.Alacorty, despatch-boat, 1,700 tons, 10 guns, 1,400 h.p.,
Comdr. C. G. F. M. Craddock, at TakuAlgerine, despatch-boat, 1,050 tons, 6 guns, 1,100 h.p.,
Comdr. E. D. Hunt, at HongkongArdahan, cruiser, 4,300 tons, 10 guns, 5,000 h.p.,
Capt. J. S. Martin, at WonsungArgonaut, battleship, 11,000 tons, 16 guns, 13,000 h.p.,
Capt. G. H. Cherry, R.N., at ChinkiangAstraea, cruiser, 4,360 tons, 10 guns, 5,000 h.p.,
Capt. C. J. Baker, at ShanghaiAurora, cruiser, 5,600 tons, 12 guns, 8,500 h.p.,
Capt. E. H. Bayly, C.B., at WonsungBarfleur, battleship, 10,500 tons, 14 guns, 13,000 h.p.,
Capt. G. J. S. Warrander, at WeihaiweiBlenheim, 1st class cruiser, 4,400 tons, 12 guns, 5,000 h.p.,
Capt. P. H. Henderson, C.M.G., at WonsungBonaventure, cruiser, 4,360 tons, 18 guns, 9,000 h.p.,
Capt. J. C. Sawle, at HongkongBrantford, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut.-Comdr. M. Leske, at Wuhu

Brick, cruiser, 6 guns, 5,000 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Hankow

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut.-Comdr. E. A. Baird, at WeihaiweiCenturion, flagship, 10,500 tons, 14 guns, 13,000 h.p.,
Capt. J. B. Jellicoe, C.B., at TakuDaphne, ship, 1,140 tons, 8 guns, 2,000 h.p.,
Comdr. Wm. C. Pakenham, at HongkongDido, cruiser, 2nd class, 5,600 tons, 11 guns, 8,000 h.p.,
Capt. P. F. Tildard, at WonsungEndymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p.,
Capt. A. W. Paget, C.M.G., at Hongkong

Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. W. F. Blunt, at Shanghai

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong

Firebrand, gunboat, 453 tons, 4 guns, 360 h.p., Lieut.-Comdr. C. F. Beatty, Pownall, at Canton

Gloria, battleship, 12,450 tons, Captain Frederick B. Ingfield, at Yokohama

Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Nanking

Handy, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. G. C. Hardy, at Shanghai

Hart, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong

Hermione, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. B. S. D. Cunningham, at Shanghai

Humber, storeship, 1,640 tons, Comdr. H. J. Davison, at Hongkong

Isis, cruiser, 2nd class, 5,600 tons, 11 guns, 8,000 h.p., Capt. Charles Windham, at Shanghai

Janus, torpedo-boat destroyer, in reserve, at Hongkong

Kinshu, river gunboat, Lieut.-Comdr. G. R. Powell, on Yangtze

Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Amoy

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

Claywing, British str., J. Barker.—Dodwell & Co., Ltd.

Compagnie de Filipina, Amr. str., D. Migue.—Orta.—Brindley & Co.

Evis J. Ray, Amr. bark, Kato.—Sander, Wieler & Co.

Ranza, British str., Arnot.—Standard Oil Co.

Sea Witch, Amr. ship, Howes.—Master.

NOT RESPONSIBLE FOR DEBTS.

